

What Is Claimed Is:

1. An exhaust gas purification system for purifying the exhaust gas of an internal combustion engine, especially an internal combustion engine featuring auto-ignition and/or direct fuel injection, having at least one oxidation catalytic converter disposed in an exhaust gas duct of the internal combustion engine, at least one device for selective catalytic reduction of the exhaust gases which is installed downstream of the oxidation catalytic converter, and a feed device for feeding reducing agent into the exhaust gas stream upstream of or in the device for selective catalytic reduction, characterized by a switch-over device (83) for selectively feeding reducing agent (81) into the exhaust gas stream (29) upstream of or inside the at least one oxidation catalytic converter (4).

2. The exhaust gas purification system as recited in Claim 1, wherein the switch-over device (83) is in the form of a valve.

3. The exhaust gas purification system as recited in Claim 1 or 2, wherein the switch-over device (83) is in the form of a directional control valve, especially a 3/2-way valve.

4. The exhaust gas purification system as recited in Claim 1 or 2, wherein the switch-over device (83) is in the form of a mixing valve.

5. The exhaust gas purification system as recited in any one of the preceding claims,

wherein the switch-over device (83) is temperature-controlled.

6. The exhaust gas purification system as recited in any one of the preceding claims,  
wherein the feed device (8) in each case has a metering device and nozzles (85, 87) for distributing and atomizing the reducing agent (81) in the exhaust gas stream (29).

7. The exhaust gas purification system as recited in any one of the preceding claims,  
wherein the at least one oxidation catalytic converter (4) is disposed in the immediate vicinity of an exhaust gas outlet (26) of the internal combustion engine (2).

8. The exhaust gas purification system as recited in any one of the preceding claims,  
wherein the at least one oxidation catalytic converter (4) is a catalytically coated particle filter.

9. The exhaust gas purification system as recited in any one of the preceding claims,  
wherein at least one particle filter is provided between the at least one oxidation catalytic converter (4) and the at least one device for selective catalytic reduction.

10. A method for purifying exhaust gases of an internal combustion engine, especially an internal combustion engine featuring auto-ignition and/or direct fuel injection, in which method an exhaust gas stream is passed through at least one oxidation catalytic converter disposed in the exhaust gas duct and through at least one device for selective catalytic reduction which is installed downstream of the oxidation

catalytic converter and at which a reducing agent is fed to the exhaust gas stream, wherein the reducing agent (81) is selectively fed to the exhaust gas stream (29) upstream of or inside the at least one oxidation catalytic converter (4).

11. The method as recited in Claim 10, characterized by feeding of the reducing agent (81) into the oxidation catalytic converter (4) or into the device for selective catalytic reduction (6).

12. The method as recited in Claim 10, characterized by feeding of the reducing agent (81) into the oxidation catalytic converter (4) and into the device for selective catalytic reduction (6) simultaneously during a transition period.

13. The method as recited in any one of Claims 10 through 12, characterized by feeding and/or atomization of the reducing agent (81) by nozzle (85, 87).

14. The method as recited in any one of Claims 10 through 13, characterized by temperature-controlled feeding of the reducing agent (81) into the oxidation catalytic converter (4) and/or into the device for selective catalytic reduction (6).

15. The method as recited in any one of Claims 10 through 14, characterized by temperature-controlled feeding of the reducing agent (81) into the oxidation catalytic converter (4) at exhaust gas temperatures of less than approximately from 150 to 200° C, especially of less than approximately 180° C, in the oxidation catalytic converter (4).

16. The method as recited in any one of Claims 10 through 15, characterized by temperature-controlled feeding of the reducing agent (81) into the device for selective catalytic reduction (6) at exhaust gas temperatures of more than approximately from 150 to 200° C, especially of more than approximately 180° C, in the device for selective catalytic reduction.